

PUBLIC COMMENTS (PC)-I

PC-I1

From: greta.ia@juno.com [mailto:greta.ia@juno.com]
Sent: Tuesday, July 03, 2012 7:29 AM
To: Christina Byrne
Subject: NO, NO HOT lanes

Ms. Christina Byrne,

I am totally against the High Occupancy Toll Lanes, alternative #3. all this construction will not help the Costa Mesa citizens, but inconvenience them again.

I am all for widening the 405 Fwy from Euclid going north. This should help with the current bottleneck. the segment of I-405 between SR-73 and the Santa Ana river was widened to its ultimate configuration just a few years ago when the SR-73 was built.

The I-73 is never used to full capacity and adding the HOT lanes will only cause more trouble for the CM residents, specially the ones which live near the 405.

Margarete Iannelli

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PC-I2

From: Mike Ignatius [mike5ign@yahoo.com]
Sent: Wednesday, July 18, 2012 12:10 AM
To: Parsons, 405.dedcomments
Subject: 405 Improvement Project

My name is Michael Ignatius and I live at 3550 Fern Circle in Seal Beach in College Park East. I support the first option which will not require the sound wall to be moved into the Almond road right of way. I have the following concerns in respect to proposed 405 Improvement Project. I am particularly concerned with Alternatives 2 and 3 that will require the movement of the sound wall along Almond St. approximately 10 plus feet into the existing road right of way. Several environmental factors need to be further considered on how they impact our development.

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Aesthetics

Moving the wall into the existing road right of way would significantly degrade the existing visual character or quality of the area. This is a permanent impact in which we have come to enjoy the appeal of wider access roadway. Bring the wall inwards is a significant impact.

3

Air Quality

Moving the wall into Almond St. will further impact the exposure to freeway fumes, dust, asbestos dust from car brakes, and other pollutants from other vehicles.

4

Property Value impacts

The wall movement will cause a negative impact on property values especially for those of us on the cal de sacs along Almond.

5

Parking

Loss of parking on the south side of Almond will significantly impact the residents on the cal de sacs because as it is there is insufficient parking as it is. When we have guests especially during the holidays or celebrations, parking on both sides of Almond is used extensively. This will cut that available parking in half and require guests to walk further down Almond.

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Thank you for your understanding and consideration to our concerns.

Michael Ignatius
3550 Fern Circle
Seal Beach, CA 90740

PC-I3

From: Paul Ikuta [res0a431@verizon.net]
Sent: Tuesday, July 17, 2012 4:12 PM
To: Parsons, 405.dedcomments
Subject: 405 expansion

Hello,

My name is Paul Ikuta and I live in Rossmore. I was deeply troubled to learn the air quality examination was cursory in an area that could have the highest impact from your expansion. I believe an impartial analysis and evaluation with an understandable summary be given to the residents of Rossmore. If this does not occur, a cease and desist order or some other facsimile would be examined by the Rossmore residents.

Thank you.

Paul T. Ikuta, MD
 Clinical Assistant Professor USC

PC-I4



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Marcelo Tsa's</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>P.O. Box 241 Fullerton CA 92836</u>	
Phone Number: <u>(714) 747-7257</u>	Email address:

Comments: The Reason is Because is too much Traffic.
Traffic is increasing and only getting worse.
and by the 2040 Orange County will add 370 Thousand new Residents
which will increase the Traffic Congestion.
it will also help to our infrastructure of bridges and streets

(Space for comments continued on reverse)



RESPONSE TO PUBLIC COMMENTS (PC)-I

Response to Comment Letter PC-I1

Comment PC-I1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during selection of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Comment PC-I1-2

As shown in Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13, all segments of I-405 from SR-73 to I-605 are forecast to operate at LOS F (heavily congested) during peak hours in years 2020 and 2040. None of the build alternatives are expected to eliminate congestion during peak hours on I-405. It is agreed that removal of the lane drops along I-405 north of the Santa Ana River will improve northbound traffic flow in Costa Mesa, but they will not eliminate congestion forecast in Costa Mesa. The addition of southbound lanes north of the Santa Ana River with no improvements south of the river will increase the volume of traffic flowing into Costa Mesa on I-405 and increase levels of congestion forecast in that area. These factors were considered in identification of the Preferred Alternative.

Please also see Response to Comment PC-I1-1.

Comment PC-I1-3

SR-73 is currently operating under capacity during peak hours and is forecast to continue operating under capacity through year 2040 based on Tables 2.3.1 and 2.4.2, respectively, of the Traffic Study; however, the GP branch connector between southbound I-405 and southbound SR-73 is forecast to exceed capacity during peak hours in 2040, as shown in Table 2.4.4. The proposed direct connector to SR-73 in Alternative 3 would restore the GP branch connector to an operating condition under capacity, as shown in Tables 2.7.4 and 2.7.5, although Alternative 3 would degrade the branch connector from northbound SR-73 to northbound I-405. Alternatives 1 and 2 would make no changes to the SR-73 interchange or its branch connectors.

Response to Comment Letter PC-I2

Comment PC-I2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Almond Avenue Soundwall.

Comment PC-I2-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-I2-3

Please see Response to Comment PC-I2-2.

Comment PC-I2-4

Please see Response to Comment PC-I2-2.

Comment PC-I2-5

Please see Response to Comment PC-I2-2.

Comment PC-I2-6

Please see Response to Comment PC-I2-2.

Response to Comment Letter PC-I3**Comment PC-I3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The air quality analysis was conducted consistent with Caltrans protocols and guidance and addresses both construction and operational impacts. As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. Please see Common Response – Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Response to Comment Letter PC-I4

Comment PC-I4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

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